

OVERVIEW STATION



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January 2022 Metro Board Approval

1. Slauson/A Line to Pioneer Station

- > Locally Preferred Alternative (LPA) & focus of the Final Environmental Impact Statement/ Environmental Impact Report (EIS/EIR)
 - Bellflower MSF site was selected;
 - Paramount MSF was eliminated from further consideration

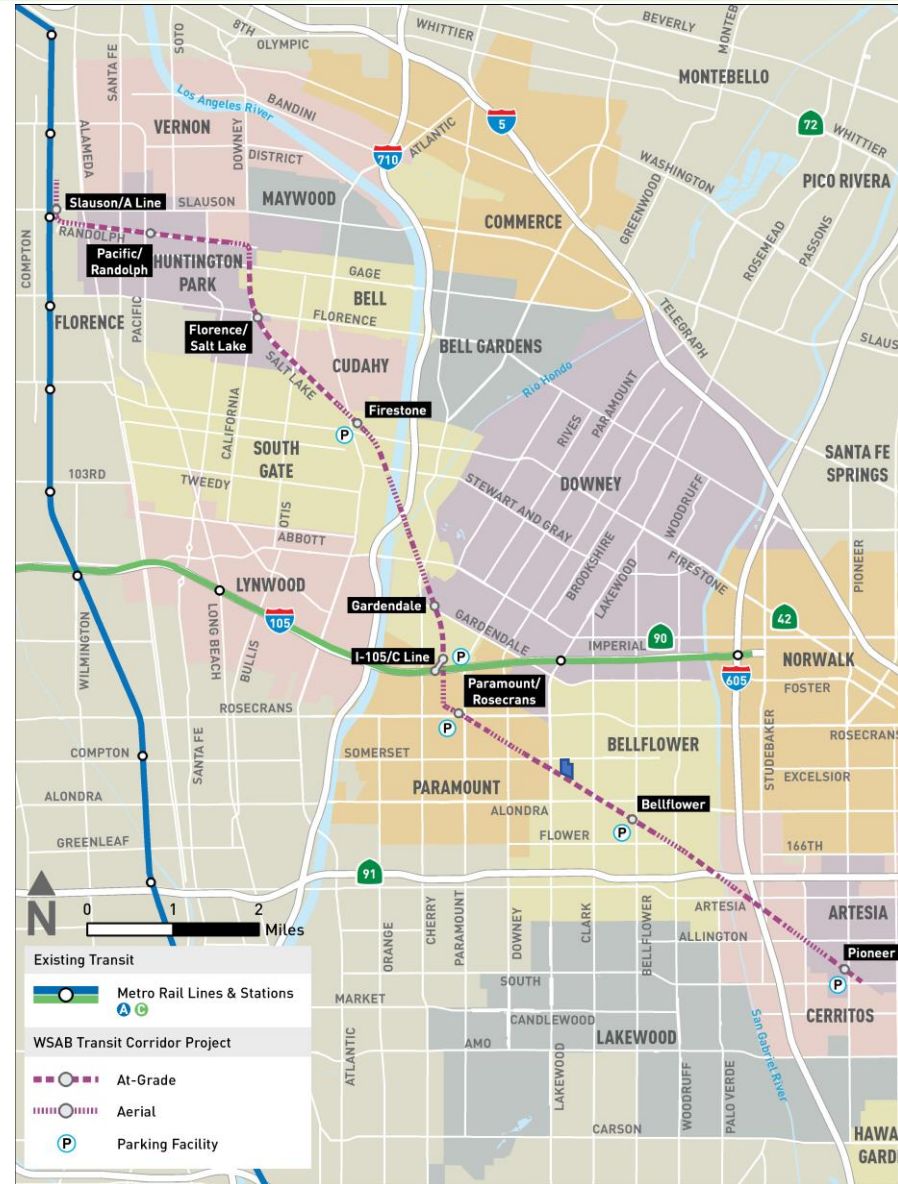
2. Slauson/A Line to LA Union Station

- > Approved LA Union Station (LAUS) as the ultimate northern terminus for the project
- > Staff was directed to conduct a separate study to evaluate cost-effective alignment solutions
- > Findings will be presented to Board in 2023



LPA: Slauson/A Line to Pioneer Station (14.5 Miles, 9 Stations)

- > **14.5 miles**
 - 12.1 mile at-grade
 - 2.4 mile aerial
- > **9 WSAB stations**
 - 6 at-grade
 - 3 aerial
- > **1 new C Line Station at I-105**
- > **5 park & ride facilities**
 - 4 surface lots
 - 1 parking structure
- > **3 River crossings**
 - Los Angeles River
 - Rio Hondo Channel
 - San Gabriel River
- > **4 freeway crossings**
 - SR-91, I-605, I-105, I-710
- > **Street Crossings**
 - 15 aerial grade-separations
 - 30 at-grade crossings
- > **Freight realignment (8.7 miles)**
- > **Bellflower MSF facility**



Light Rail Transit – System Elements



Overhead Catenary System Poles



Soundwall



Station Platform (middle of street)



Aerial Structure (above street)



At-grade Crossing



Crossing Gates



Traction Power Substation



Parking Facilities

ENVIRONMENTAL STATION



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Project Development Process



WE ARE HERE

WE ARE HERE



Spring 2013
Southern California Association of Governments (SCAG) approved Alternatives Analysis

Fall 2015
Metro Board received the Technical Refinement Study

Spring 2017
Metro Board approved the Northern Alignments

Summer 2017
Initiated Draft EIS/EIR

Original scoping meetings for Environmental

Conduct Environmental Analysis & Technical Studies (through 2021)

Spring 2018
Updated Northern Alignments Screening Report

Metro Board selected new Northern Alignments for further study

Summer 2018
Updated scoping meetings for Environmental

Fall 2018
Metro Board approved updated project definition for Environmental

Fall 2019
Metro Board approved incorporation of the two Initial Operating Segments options as part of the range of alternatives being evaluated in the Draft EIS/EIR

Summer 2021
Released Draft EIS/EIR

Agency/public review & comment, public hearings and community events

Winter 2022
Metro Board selected Locally Preferred Alternative (LPA)

Spring 2022
Initiated *Slauson to Union Station Segment Study*

Summer 2023
Initiate First/Last Mile planning efforts

Late Summer 2023
Present findings of *Slauson to Union Station Segment Study* to Metro Board

Spring 2024
LPA Final EIS/EIR Release

Agency/public review & comment, public hearings and community events

Metro Board certifies Final EIR

Summer 2024
Federal Transit Administration (FTA) issues Record of Decision (ROD) for LPA Final EIS

Board approves First/Last Mile Plan (list of prioritized pedestrian and bicycle improvements eligible for 3% contribution)

Project Phase
^A Alternatives Analysis
^B Environmental Analysis
 * Timeline subject to change

Project Schedule

Milestone/Review	Schedule
1. Slauson/A Line to Pioneer (Final EIS/EIR LPA)	
> Metro Board to certify Final Environmental Impact Report (EIR)	Q2 2024
> FTA issues ROD for Final Environmental Impact Statement (EIS)	Q3 2024
> Real Estate Acquisition and Relocation Process to begin	18 to 24 months (starting after ROD)
> Advance design (Utilities, Freight and Grade Crossing) <ul style="list-style-type: none"> • Q2 2023: Final Design RFP release • Q2 2023: Project Management Construction Management RFP release 	April 2023
> Groundbreaking	2025
> Opening	2035
2. Slauson/A Line to LAUS	
> SWG and Community Meetings	June - July 2023
> Present findings of Slauson to LA Union Station Segment Study to Metro Board	Late Summer 2023

Proposed Aerial Street Crossings

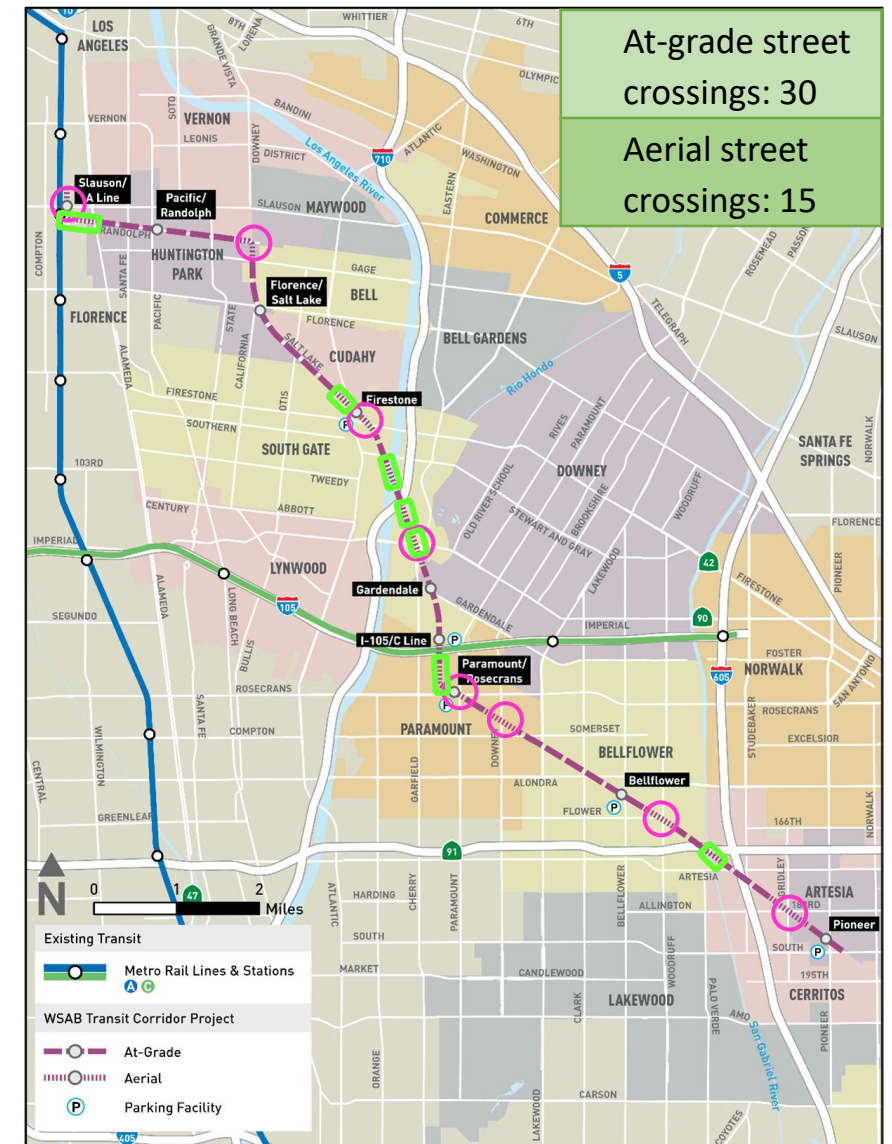
Metro Grade Separation Policy:

Grade Separation Locations (magenta circles on map)

- > Slauson Av/Holmes Av (Los Angeles)
- > Randolph Av (Huntington Park)
- > Atlantic Av/Firestone Bl (South Gate)
- > Imperial Hwy/Garfield Av (South Gate)
- > I-105/North and South Somerset Ranch Rd (Paramount)
- > Rosecrans Bl/Paramount Bl (Paramount)
- > Downey Av (Paramount)
- > Woodruff Av/Flower St (Bellflower)
- > 183rd St/Gridley Rd (Cerritos)



LRT Aerial Structures (see green highlights on map)

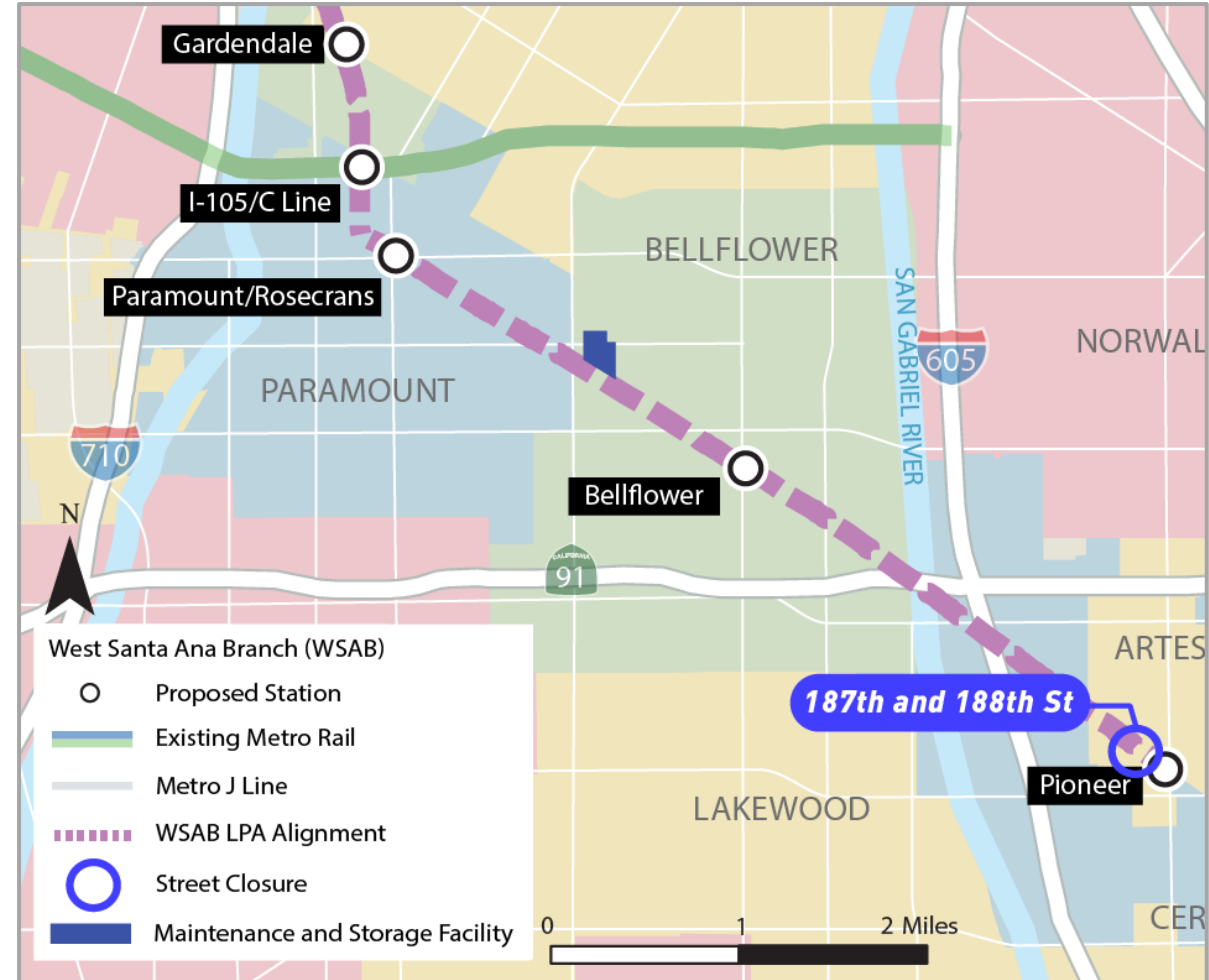
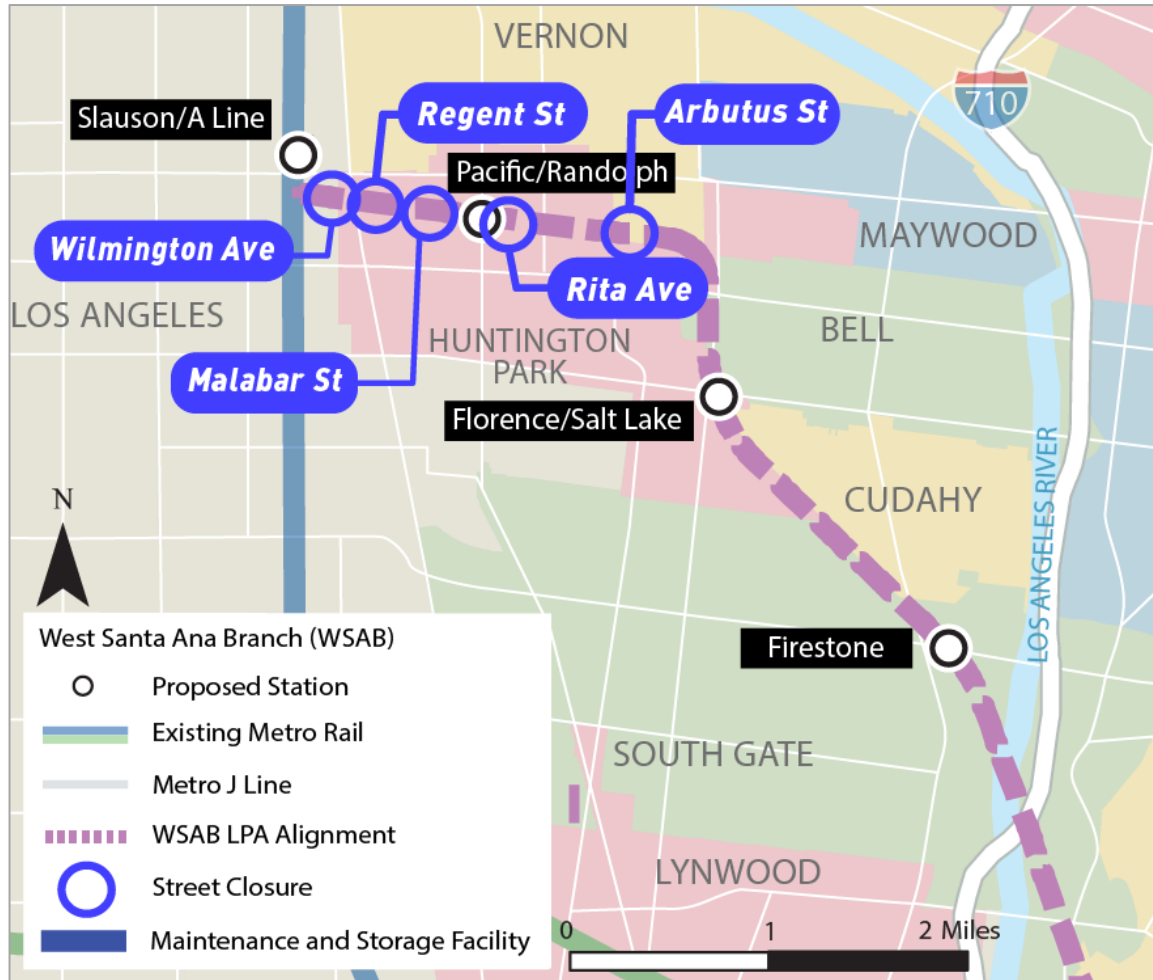


Grade Separation Examples



Grade separation measures aim to minimize traffic impacts and improve pedestrian and bike safety

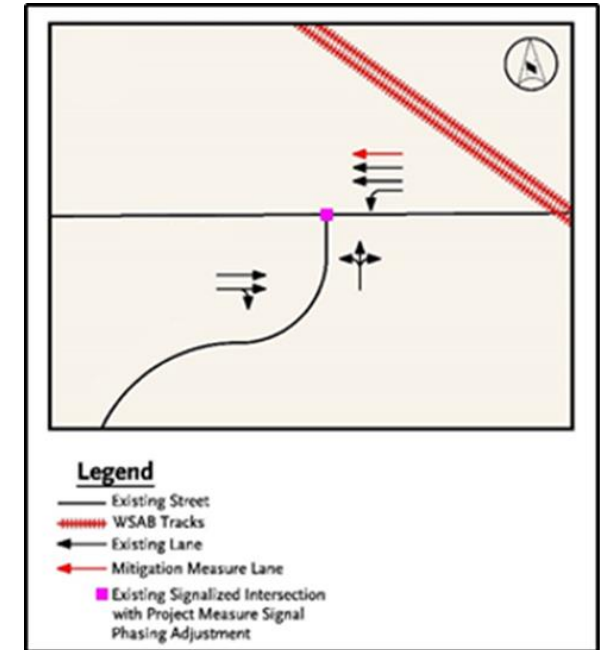
Proposed Street Closures



A design option is under consideration that would close 186th Street but keep 187th Street open as an at-grade crossing

Proposed Mitigations

- > **Intersection improvements** can consist of:
 - Adding signals to intersections
 - Adding lanes in 1 or more directions
 - Extending turn lanes in 1 or more directionscan include any combination of these
- > **Transportation Management Plan** to manage construction closures, detours, etc.
- > **Parking Monitoring** to assess parking usage near stations and work with jurisdiction to modify parking, if needed, after opening
- > **Parking Mitigation Program** to address physical loss of parking, Metro will work with jurisdiction to modify available parking, if feasible



Intersection Modification Example

Noise

- > Potential for noise impacts is analyzed using a series of steps provided in the federal guidance
- > Noise monitoring was conducted at sensitive receptors - residential, recording studios, hospitals, hotels, schools, libraries, churches

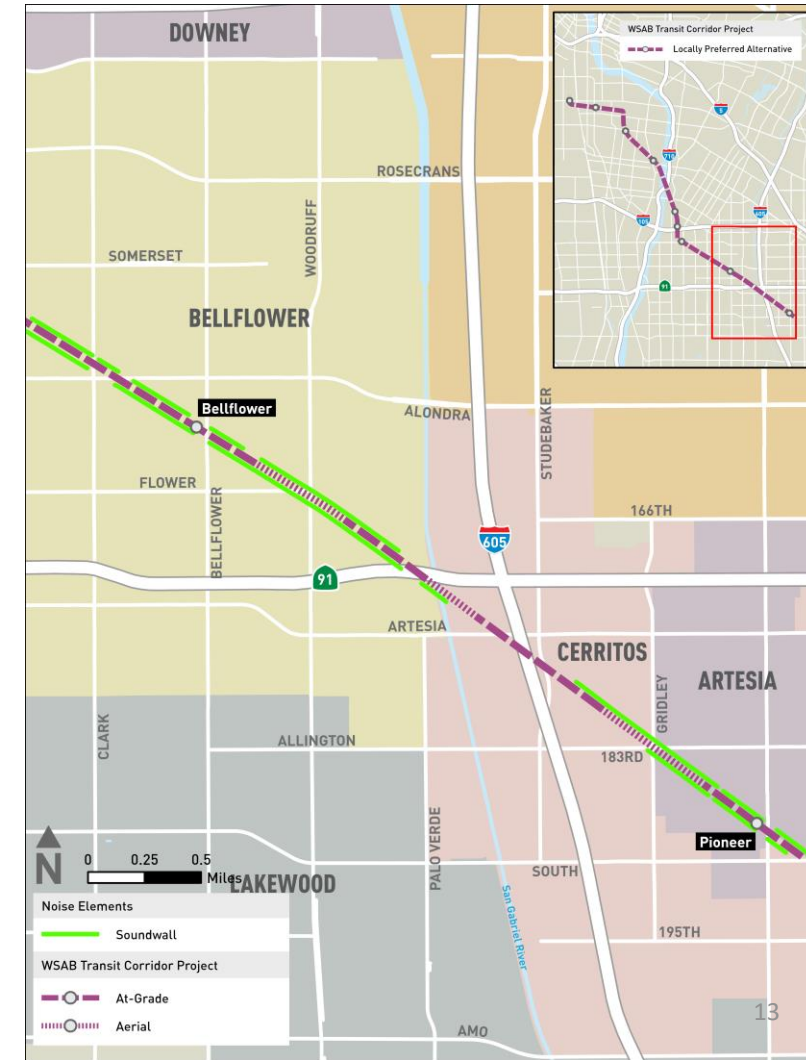


Noise Receptor

Proposed Mitigations - Soundwalls for LRT Operations

- > Proposed soundwalls adjacent to LRT alignment to reduce noise impacts generated by project operations (see green highlighted areas)

DRAFT – FOR DISCUSSION PURPOSES ONLY – SUBJECT TO CHANGE



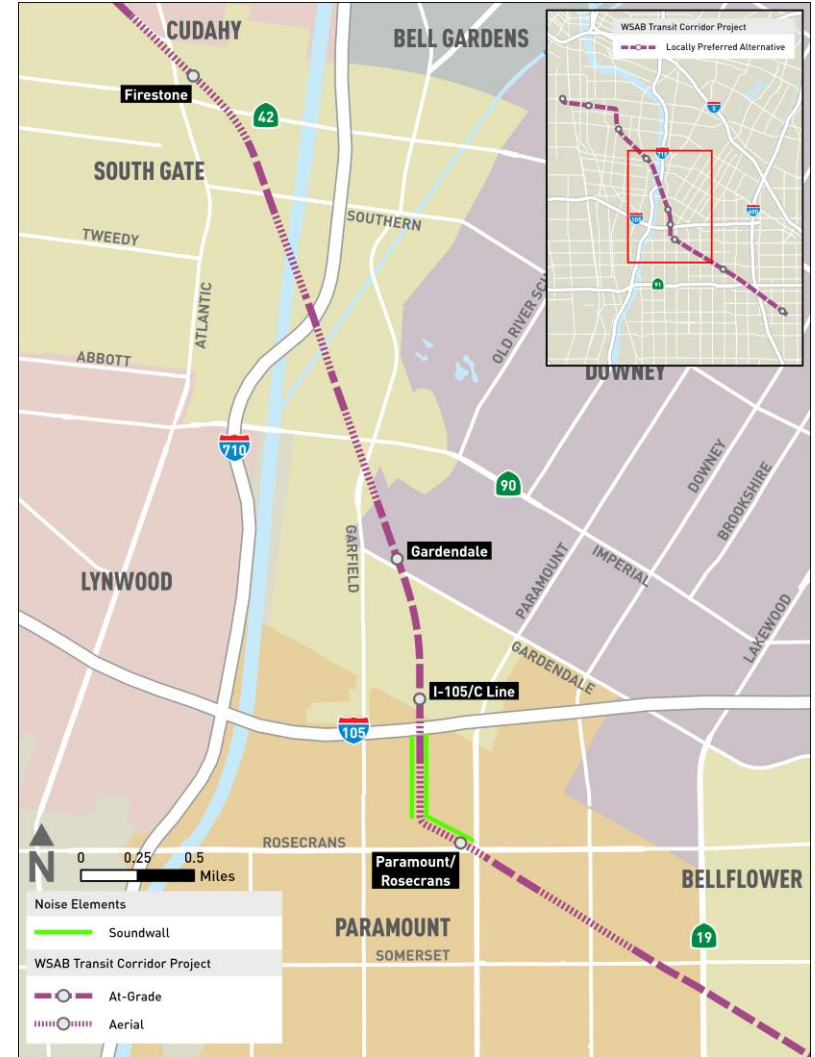
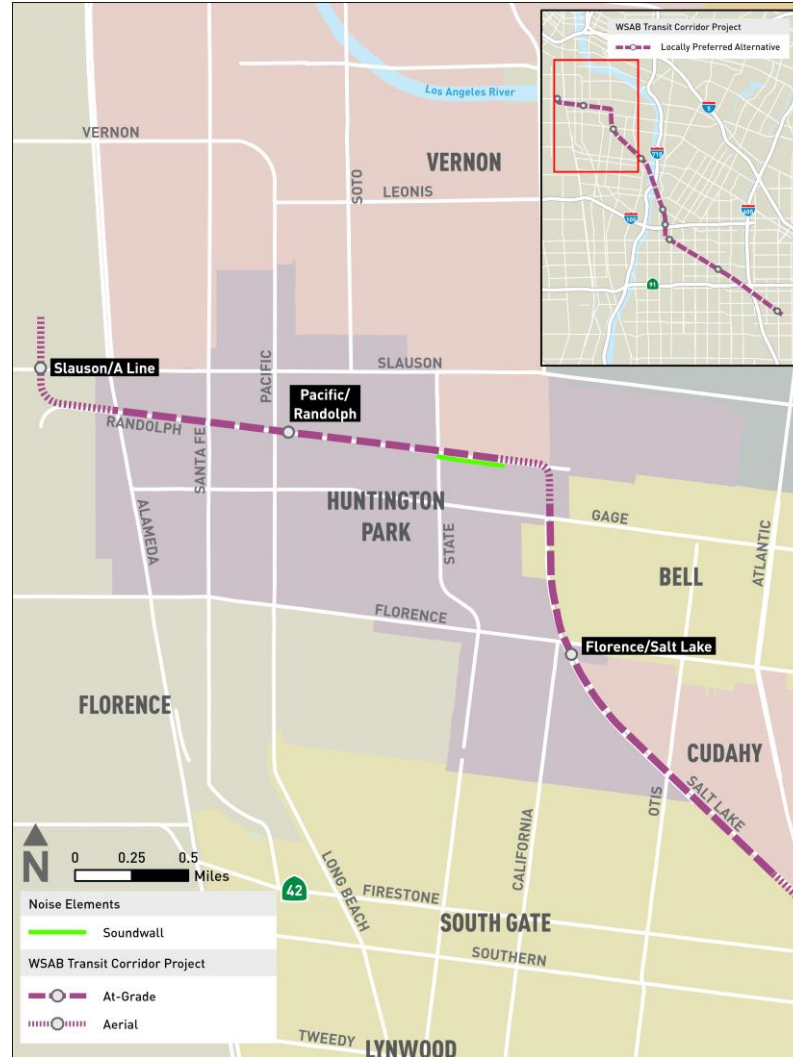
Proposed Mitigations - Soundwalls for LRT Operations

- > Proposed soundwalls adjacent to Randolph Street



Proposed Mitigations - Soundwalls for Relocated Freight

- > Proposed soundwalls adjacent to relocated freight tracks to reduce noise impacts generated by freight noise (see green highlighted areas)



Noise and Vibration Mitigation

Construction Noise Mitigation Examples



Temporary Noise Barriers

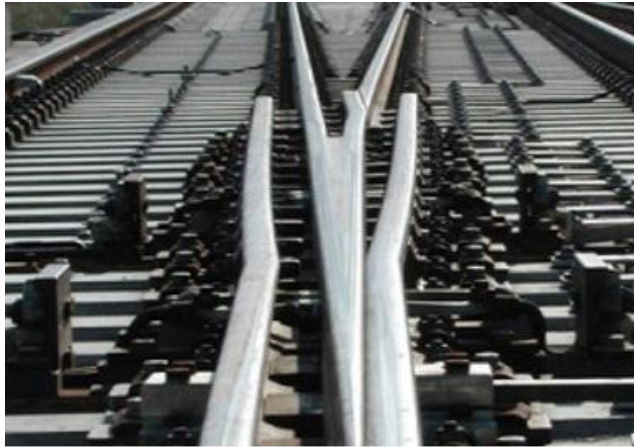
Operations Noise and Vibration Mitigation Examples



Soundwalls



Rail Dampers



Frogs



Bell Shroud



Rail Lubricator

Light Rail Transit Operation



Guided by Metro Rail Design Criteria and CPUC

- > Safety signals
- > Protective barriers
- > Gates
- > Signage
- > Crosswalks for pedestrian and traffic safety
- > Coordination with first responders

Community Education Team

- > Increasing transit safety awareness
- > Providing education to residents of LA County
- > Safety focused on Metro's rail lines, buses, bicycles
- > Transit safety efforts
 - Community presentations
 - Rail Safety Orientation Tours
 - Participation at community events
 - Onboard Rail Safety Ambassadors
 - Outreach to the older adult community

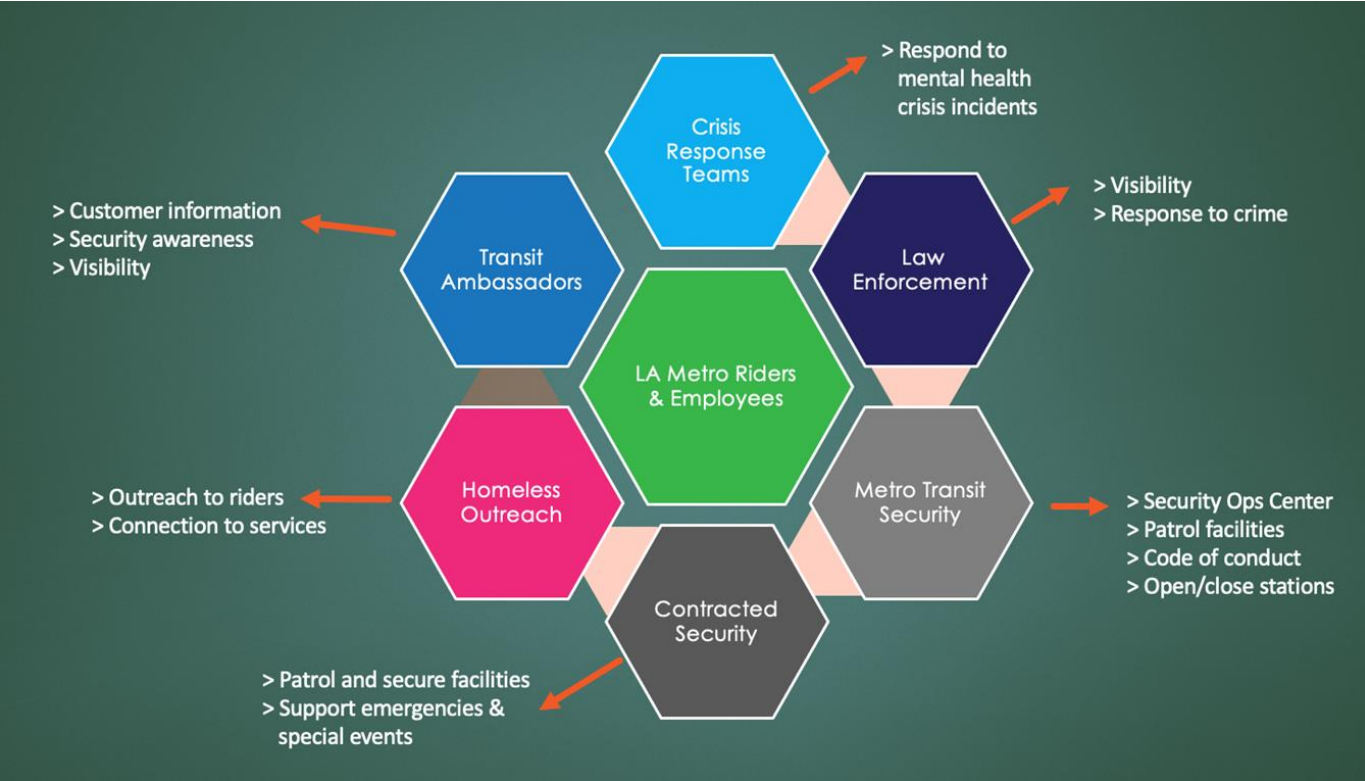


Transit Safety Programs

- 📞 213.922.4080
- ✉️ TransitSafetyPgm@metro.net
- 🌐 metro.net/ridesafely
- 🐦 @LAMetroSafety
- 🔖 #LAMetroSafety

System Security & Law Enforcement

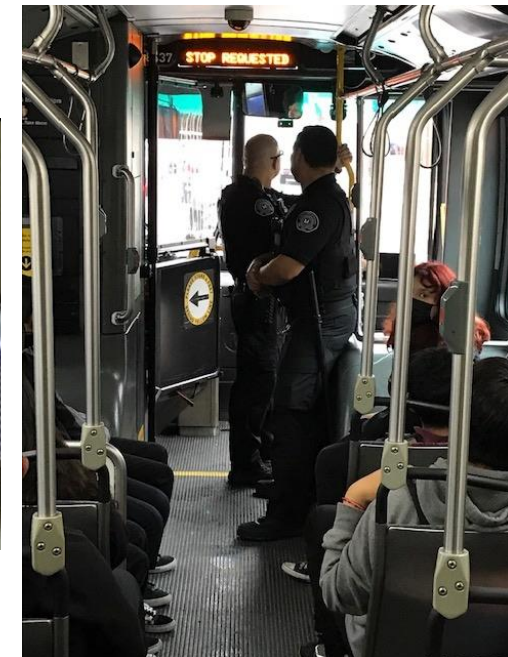
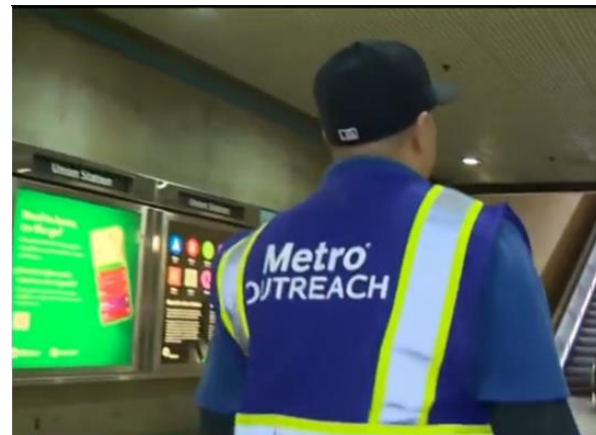
> Metro uses a comprehensive, multi-layered approach to addressing public safety on the transit system to ensure patrons and employees are safe on our buses, trains, and stations.



System Security & Law Enforcement

> Metro is currently expanding additional safety initiatives:

- Upgrading Closed Circuit TV (CCTV)
- Emergency Blue Light Call Boxes
- Metro Transit Watch app
- Increasing the number of Transit Security Officers
- Increasing the number of Homeless Engagement and Crisis Intervention Teams



REAL ESTATE STATION



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Key Real Estate Acquisition Term

- > **Uniform Relocation Act and the State Act:**
 - Provide guidelines for the uniform, fair and equitable treatment of persons or businesses affected by a federally or state funded project



Acquisition and Negotiation Process

Appraisal

- Appraisal of Real Property
- Appraisal of furniture, fixtures & equipment (if needed)
- Required for government acquisition of all interests in real property.



Acquisition

- Offers are made to property owners
- Negotiation process
- Escrow



Relocation

- A person or business displaced as a result of an acquisition or other project impacts is eligible for Relocation Assistance
- Property owners(s) and tenants(s) – “Displacees”

Time for acquisition process is about 2 years

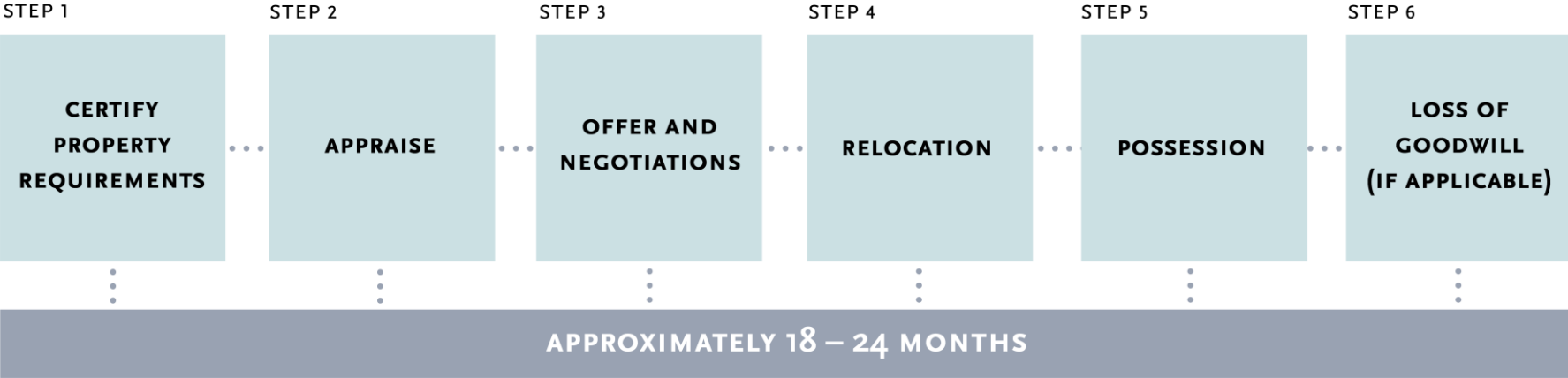
Pre-Acquisition Activities

- > Property Owner/Tenant contact
- > Notice of Intent to Appraise
- > Phase 1/Lead & Asbestos testing and
- > Phase 2 Environmental Assessment (if required)
- > Relocation coordination

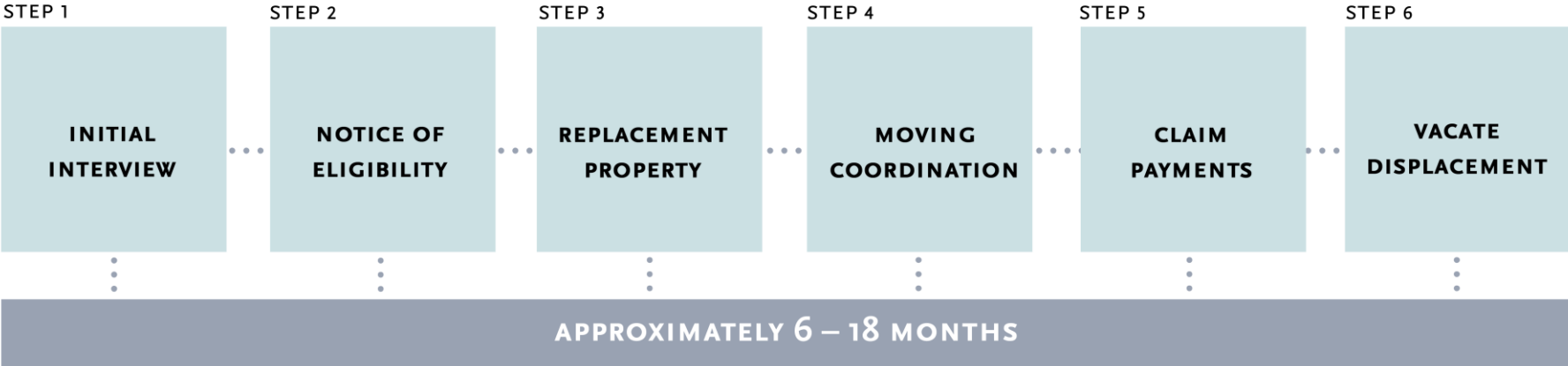
Overall Proposed Acquisition and Relocation Processes

> The acquisition process typically begins after the environmental process is completed

Acquisitions and Negotiation Process



Relocation Process



Typical Relocation Process

1. Prepare relocation plan

2. General information notices

3. Interview potential displacees

4. Provide advisory services

5. Provide a Notice of Eligibility

6. Provide a 90-day Informational Notice

7. Provide a 30-day Notice to Vacate

8. Process relocation claims

Determining the Need for Property Acquisition

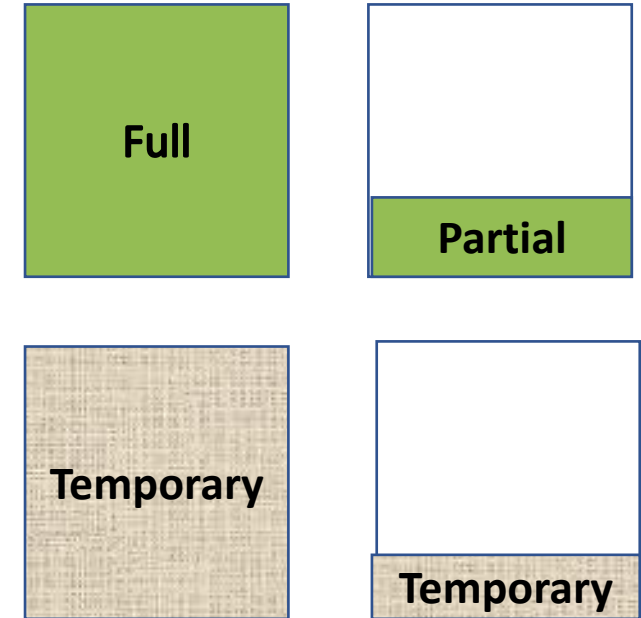
- > Occurs in accordance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA)
- > Property acquisition needs are assessed and disclosed as part of the Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
- > During this process, various project alternatives are evaluated and potential property acquisitions are identified
- > The final list of properties is not determined until the very end of the process when the study being conducted is adopted
- > Uniform Relocation Act and the State Act provide guidelines for the uniform, fair and equitable treatment of persons or businesses affected by a federally or state funded project
- > Public involvement is always an important part of these studies

18-24 months
after env.
clearance



Types of Property Acquisitions

- > Different types of property acquisitions
 - **Full and partial property acquisitions** (project right-of-way, maintenance storage facilities, stations)
 - **Temporary Construction Staging** (construction staging space, equipment/material storage, construction vehicle parking, etc.)
 - **Below Ground Easements** (underground right-of-way, utility relocation and other facilities)
- > Property acquisitions and displacements, including the relocation of residents, are regulated by federal, state, and local policies



What Services & Activities Does Metro Real Estate Perform?

- > Owner/Tenant Outreach
- > Title & Survey Work and Clearance
- > Pre-Appraisal and Appraisal
- > Pre-Acquisition, Acquisition, Negotiation, Post-Acquisition



Compensation to Impacted Property Owners

Metro is required to provide just compensation to property owners for the purchase or use of their property

- > Step 1: Metro to obtain an appraisal of the property to establish value
 - Appraisal will consider a variety of factors, including location, size, the highest/best use of the property, and the recent sale of similar properties in the area
- > Step 2: An offer will be made to the property owner
 - Time will be allowed for the owner to obtain their own appraisal if desired, and to have a full discussion with Metro regarding their opinion of the value of the property.
 - The goal is to reach a negotiated agreement with a property owner whenever possible
- > Failure to reach a negotiated agreement may lead to Metro exercising its power of eminent domain to acquire the property
 - Eminent domain procedures requires specific approval by the Metro Board of Directors

Leased Properties After Construction

- > Following the completion of project construction, Metro will return leased properties to the property owner
- > Property owner may then develop the property in accordance with local zoning regulations
- > In cases where Metro has obtained fee title, any portions of the property owned by Metro that are no longer needed for public purposes after construction may be sold or made available for joint development subject to local land use regulations and approval processes
- > If a joint development project is feasible, Metro will typically issue a Request for Proposals (RFP) seeking development proposals for the particular property.

Tenants / Non-Owner Occupied Properties

- > Owner-occupants or tenants occupying a property that is acquired for a public project, may be entitled to relocation benefits
- > Federal and state regulations provide for payments to assist in the relocation of your business or residence
- > Your relocation benefits will be explained in detail by Metro staff or a consultant hired by Metro.
- > No one will be required to relocate from their property until they have been given at least a 90-day written notice to move

DESIGN REFINEMENTS STATION



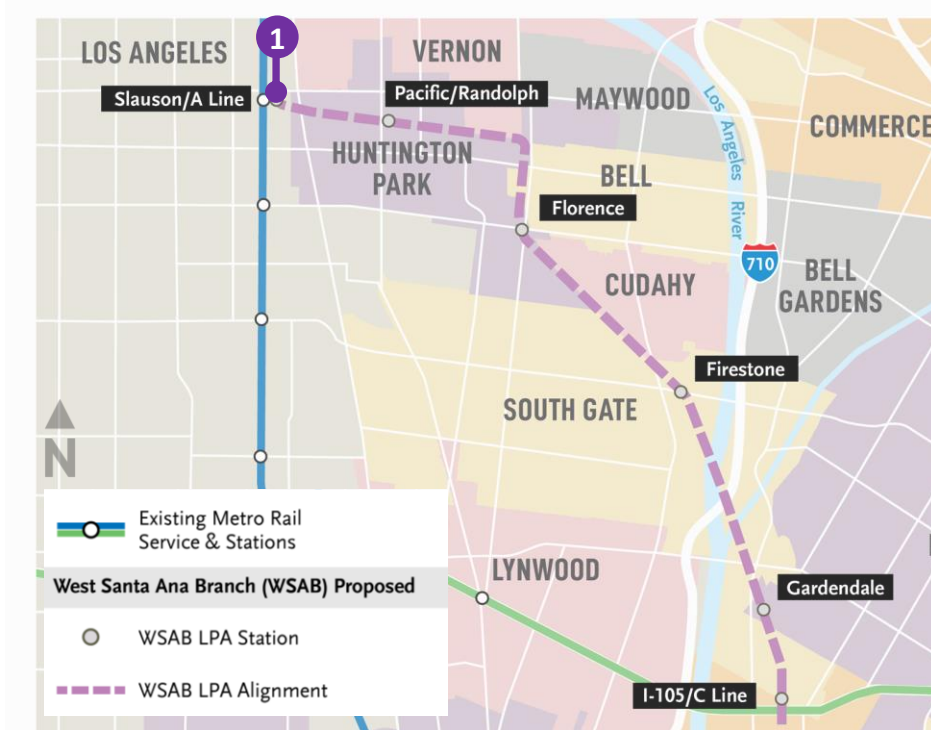
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Final EIS/EIR: Refinements to Project Definition

- > **Since April 2022:** Held 150+ coordination meetings with cities and third-parties including UPRR/Ports, CPUC, Caltrans, USACE & others
- > **Studies underway** to respond to comments and reflect design refinements including, but not limited to:
 - San Pedro Subdivision aerial assessment
 - CPUC & cities road closures & openings assessments
 - Updates to noise analysis methodology, project measures, and mitigation
 - Preparation of multiple visual simulations at various locations
 - Evaluating parking effects in Huntington Park, Bell, South Gate, Cudahy, Paramount, Bellflower, Cerritos, and Artesia
- > Identified several **project design refinements** to respond to comments & stakeholder input



Final EIS/EIR: Refinements to Project Definition



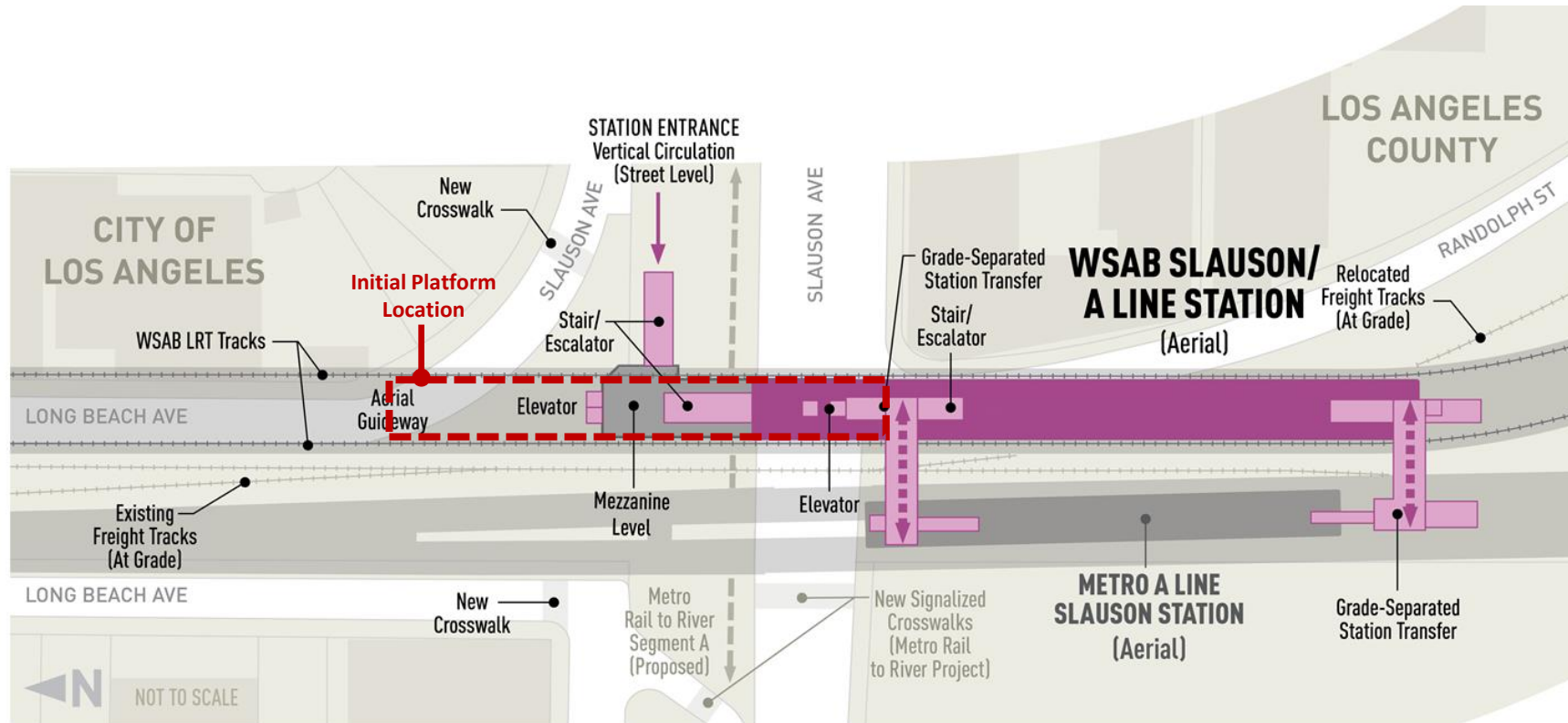
Project Design Refinements

- 1 Slauson/A Line Station:
 - WSAB Platform shifted south approx. 325 ft
 - Additional vertical/pedestrian circulation added

City of Huntington Park

- 2 Open previously closed crossings at Albany St and Rugby Bl
- 3 Close previously open crossings at Malabar St and Arbutus Av
- 4 Swap freight tracks (north side of ROW) and LRT Tracks (south side of ROW) along La Habra Branch
 - Add soundwalls on Randolph St (coordination underway with UPRR)

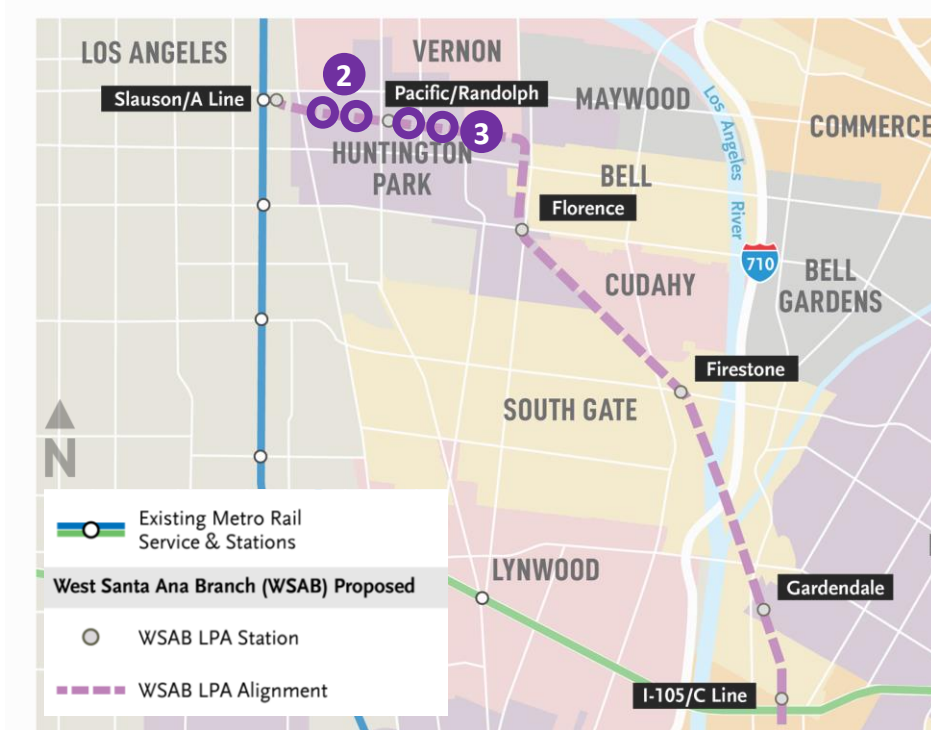
Final EIS/EIR: Refinements to Project Definition



Slauson/A Line Station Refinements

- > WSAB platform shifted south approximately 325 ft
- > Additional vertical/pedestrian circulation added for grade-separated station transfer

Final EIS/EIR: Refinements to Project Definition



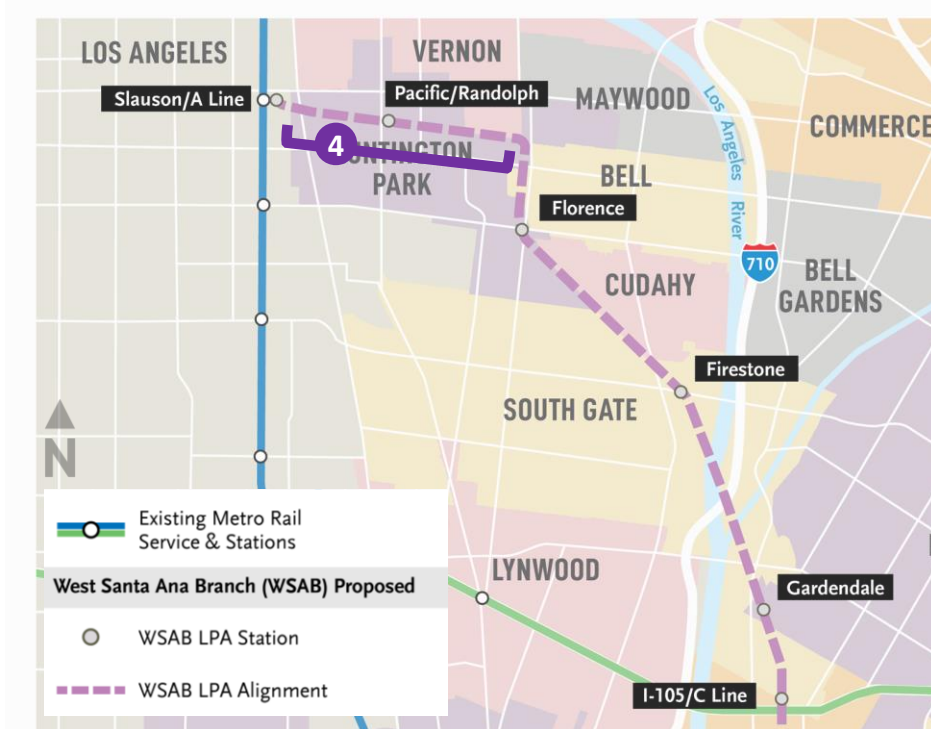
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Final EIS/EIR: Refinements to Project Definition



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Final EIS/EIR: Refinements to Project Definition

4

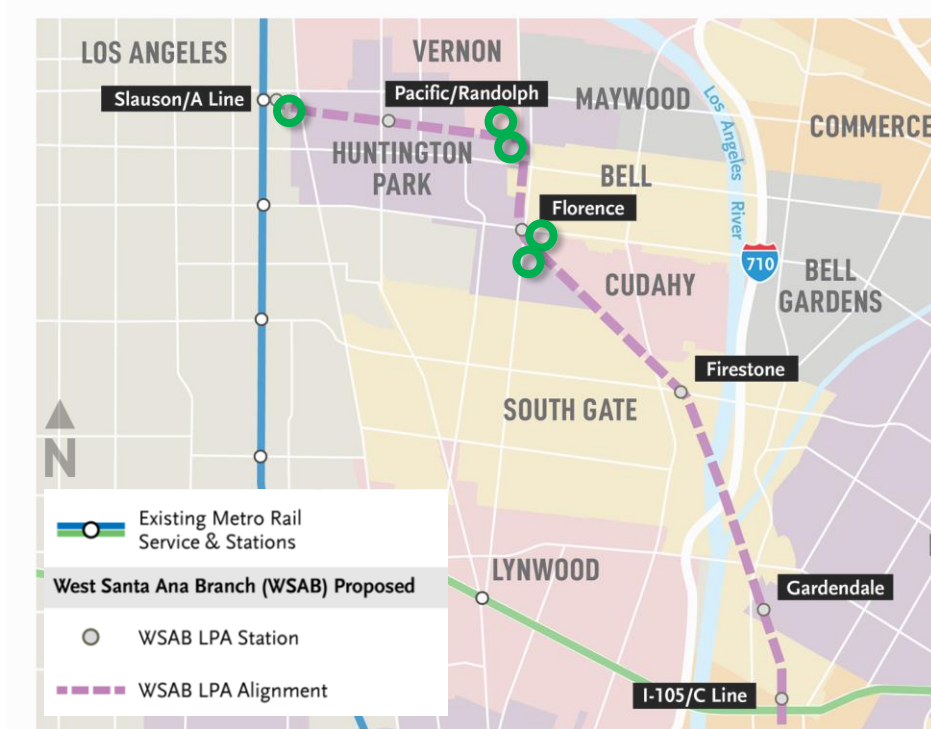


Looking east on Randolph St near Miles Ave



Looking east on Randolph St near Miles Ave

Final EIS/EIR: Refinements to Project Definition



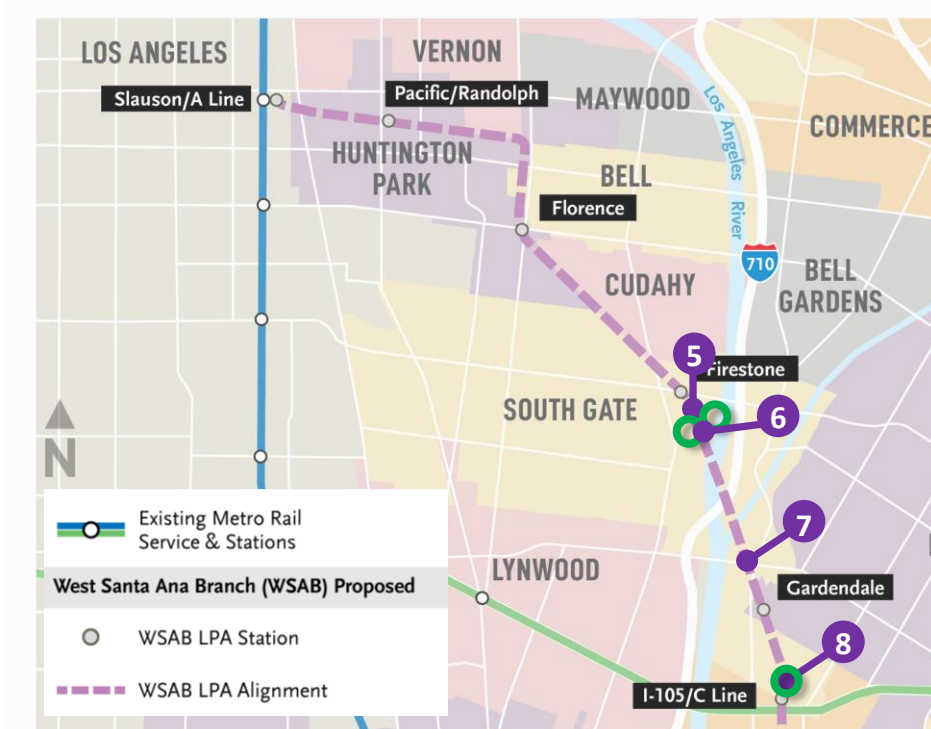
Project Design Refinements

City of Huntington Park

Other Refinements:

- Left-turns restricted at Santa Fe Av, Pacific Bl, Miles Av, and State St
- New TPSS site location within freight ROW avoids conflict with future development (east of State St)
- Eliminated optional TPSS Sites 16E and 12E
- New laydown area within freight ROW (east of State St and Randolph St)
- Revised design eliminated parking impacts at the San Antonio Elementary School and Magnet Center
- Revised design near Florence Station avoids affecting existing water well

Final EIS/EIR: Refinements to Project Definition

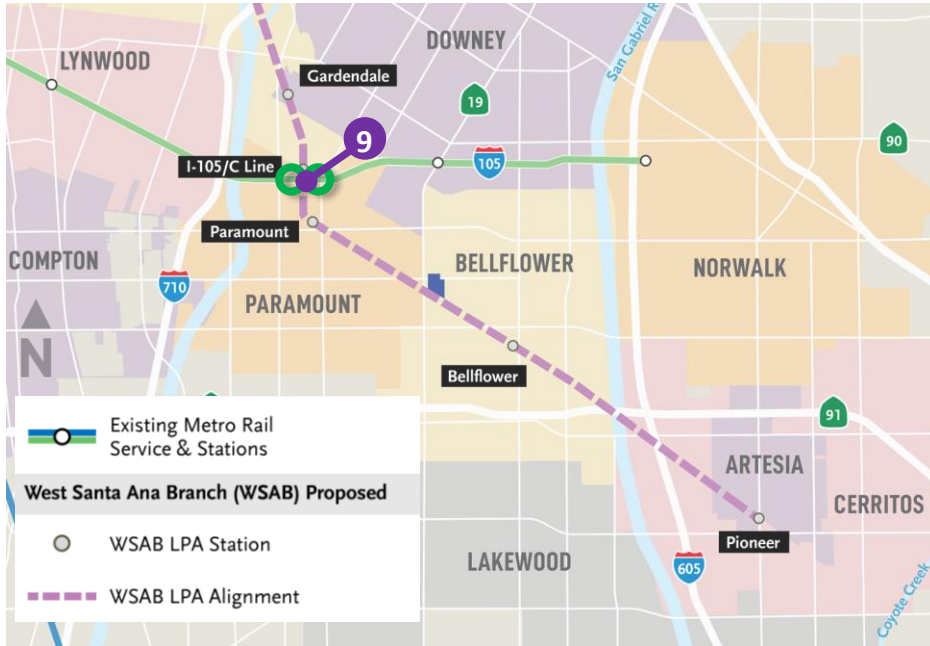


Project Design Refinements

City of South Gate

- 5 Design updated to include redesigned freight spur track connection north of Rayo Av
 - 6 New Laydown area identified east of freight ROW between Rayo Av and Southern Av
 - 7 Extended LRT bridge over Imperial Hwy north to maintain existing freight access to parcel
 - 8 Added new driveway for parking lot access on east side of tracks, fronting Century Bl
 - Parking eliminated from west side of tracks at Century Bl, relocated all parking east of tracks at I-105/C Line
- Other Refinements:**
- New laydown area identified within San Pedro Subdivision ROW east of freight tracks, north of Imperial Hwy
 - Optional TPSS site included in modified parking lot at I-105/C Line Station

Final EIS/EIR: Refinements to Project Definition



Project Design Refinements

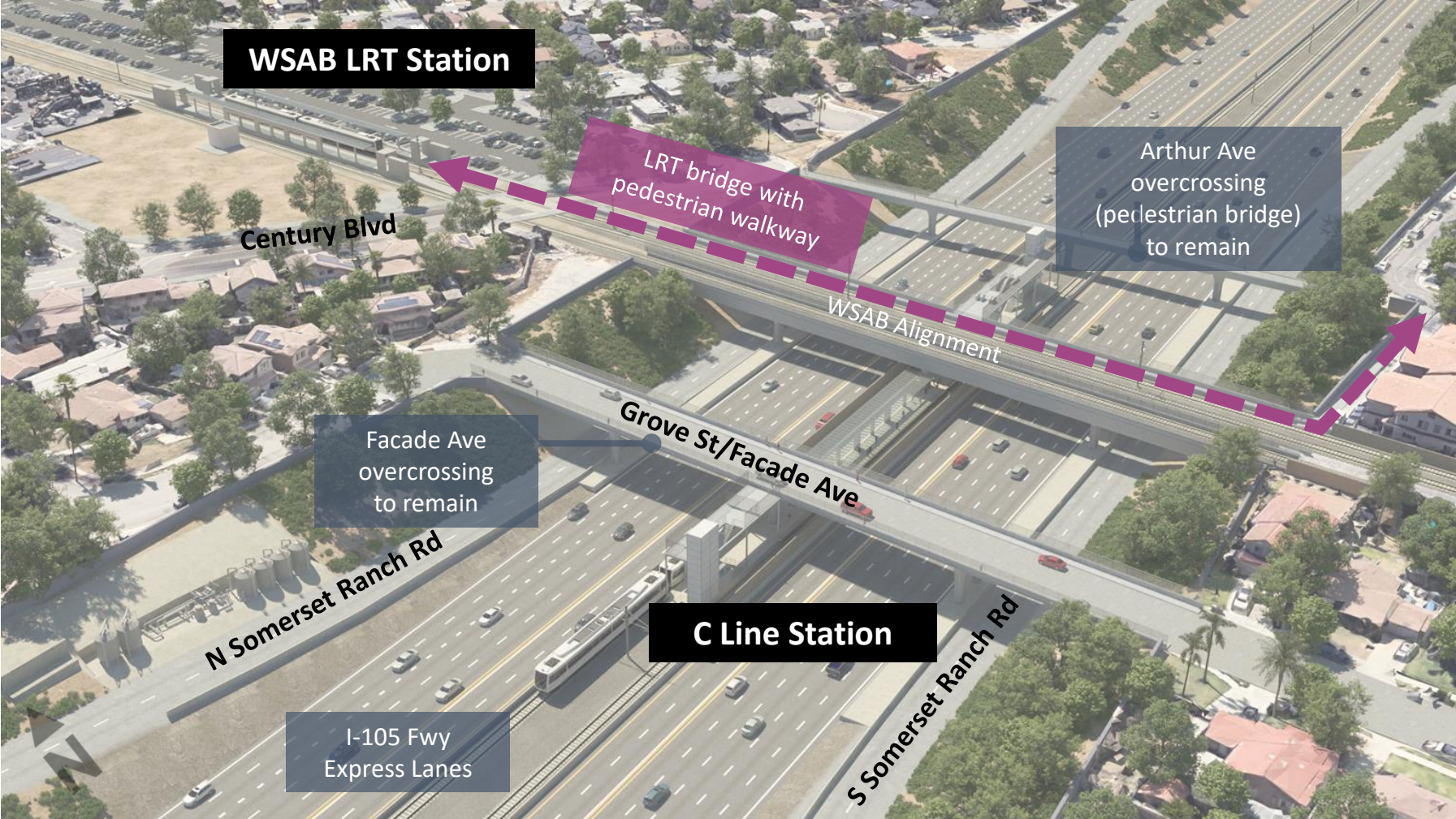
Caltrans

- 9** Arthur Av and Facade Av bridges no longer need to be demolished:
- Redesigned I-105 freight bridge as 4-span
 - Vertical circulation/access revised to emergency egress only at Facade Av bridge
 - Escalators added to the east access to the C Line Station along I-105

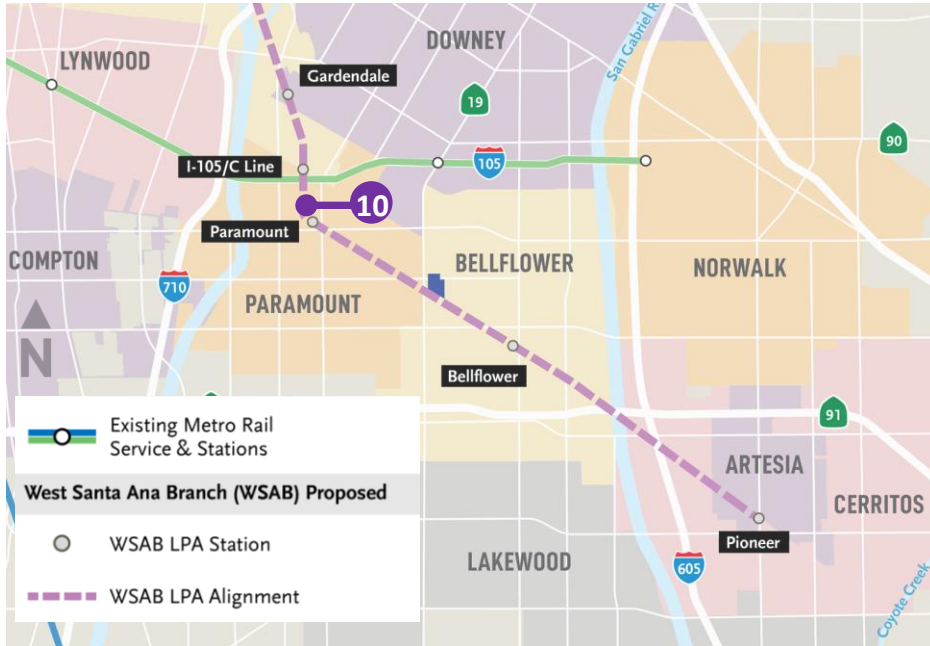
City of Paramount

- 10** Privacy screening added along aerial alignment adjacent to residences
- 11** Redesigned pedestrian bridge at Paramount High School (previously pedestrian tunnel)

Final EIS/EIR: Refinements to Project Definition



Final EIS/EIR: Refinements to Project Definition



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City of Paramount

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Final EIS/EIR: Refinements to Project Definition

Light Rail Privacy Screening Examples

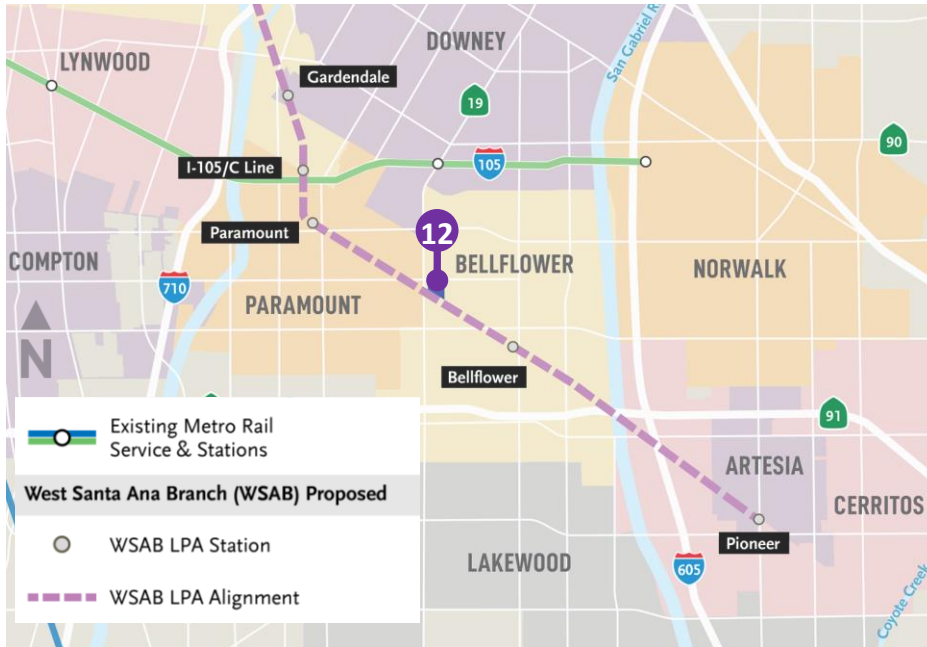
Translucent Privacy Panels over retaining wall with landscape



Solid Privacy Panels over soundwall



Final EIS/EIR: Refinements to Project Definition



Project Design Refinements

City of Bellflower

- 12** Shifted MSF site entrance approximately 125 ft to align with Bayou Av, crosswalk and signal added at Somerset Bl
- Other Refinements:**
 - Added protected left-turn and traffic signal at Los Angeles and Clark Av
 - Reduced parking impacts at mobile home park (relocated parking within property)

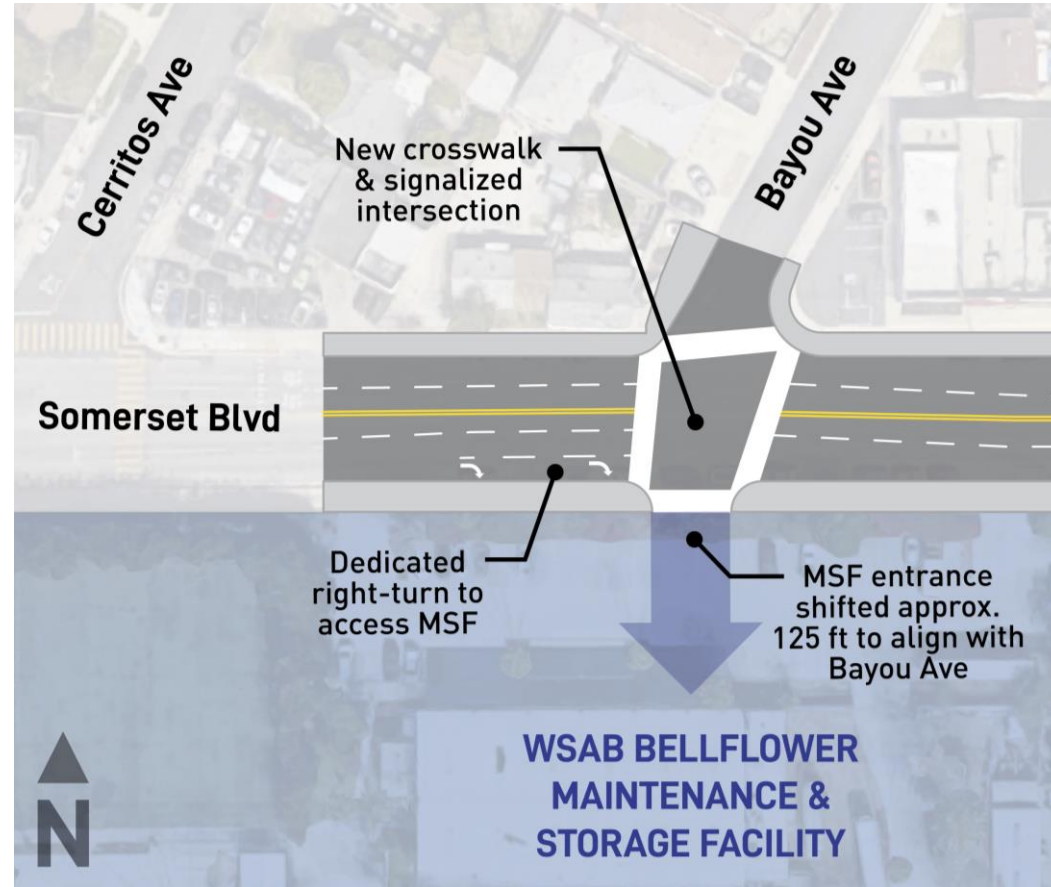
City of Cerritos

- 13** Shifted park-and-ride entrance approximately 50 ft to align access to Solana Pl (signalized intersection; shifted structure approximately 25 ft to allow alley egress, additional floor added to maintain 1,100 parking spaces)
- Other Refinements:**
 - Redesigned retained fill to structural columns on southeast side of 183rd St/Gridley Rd crossing
 - Relocated TPSS from northwest to southeast side of 183rd St/Gridley Rd intersection

Final EIS/EIR: Refinements to Project Definition

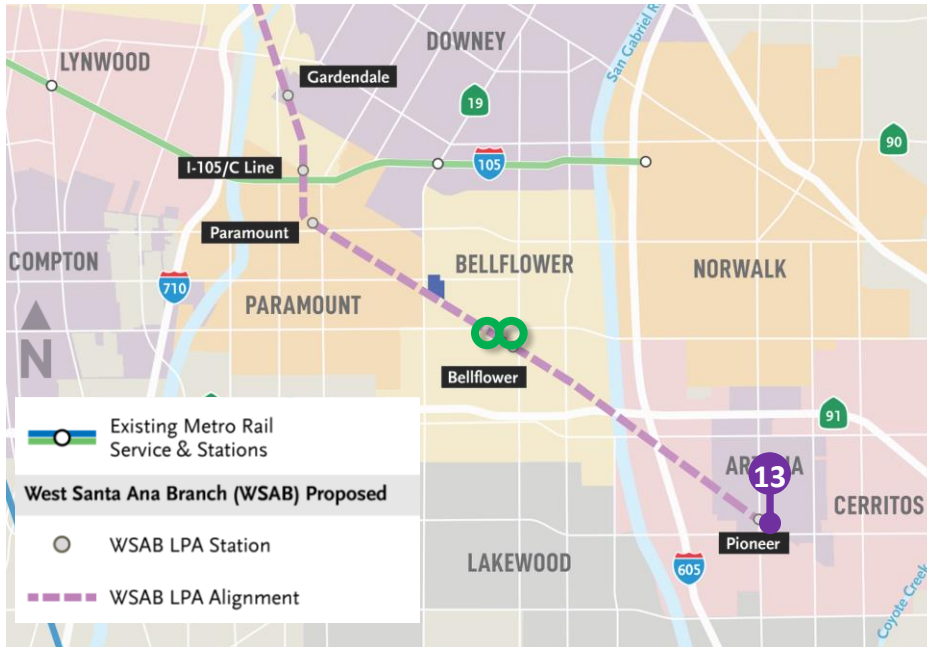
Bellflower Maintenance/Storage Facility (MSF)

- > Shifted MSF Site entrance approximately 125 ft to align with Bayou Av
- > Crosswalk and signal added at Somerset Bl, with dedicated right-turn to access MSF



Bellflower MSF Access Diagram

Final EIS/EIR: Refinements to Project Definition



Project Design Refinements

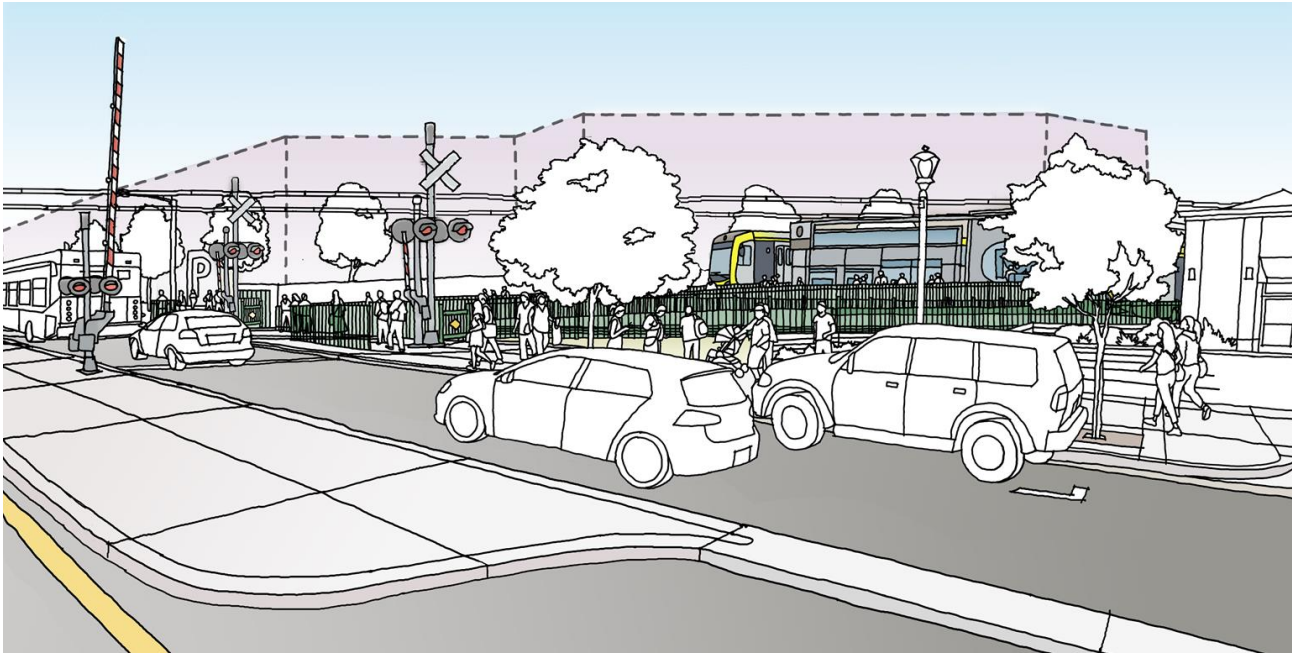
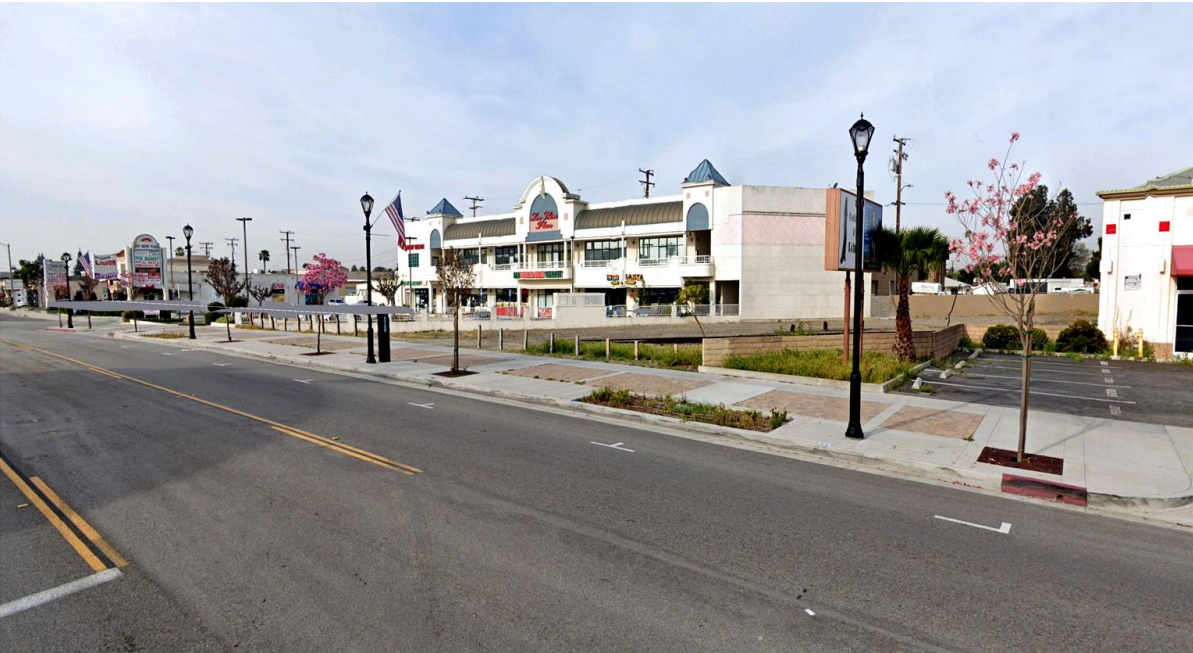
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 - Reduced parking impacts at mobile home park (relocated parking within property)

City of Cerritos

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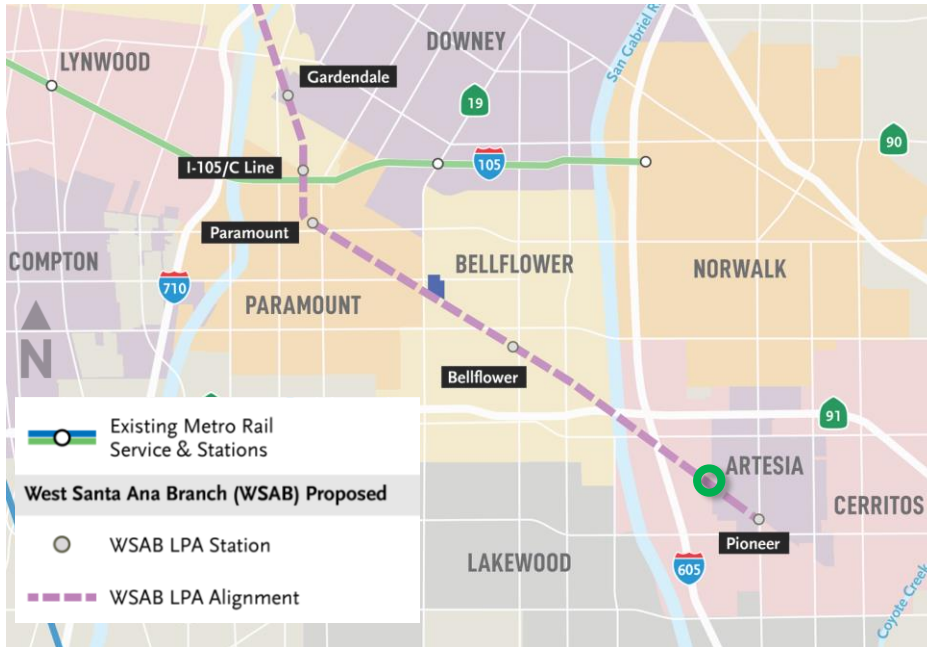


13

Looking south on Pioneer Bl towards Pioneer Station and parking structure (beyond)
Note: Parking structure to be developed further in coordination with City



Final EIS/EIR: Refinements to Project Definition



Project Design Refinements

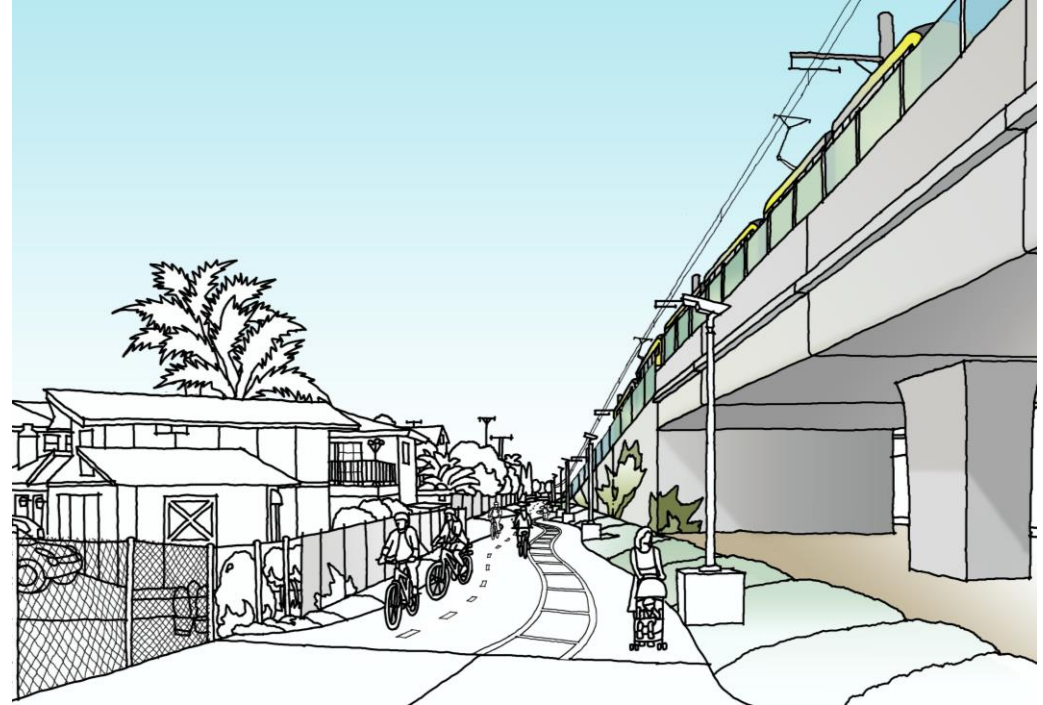
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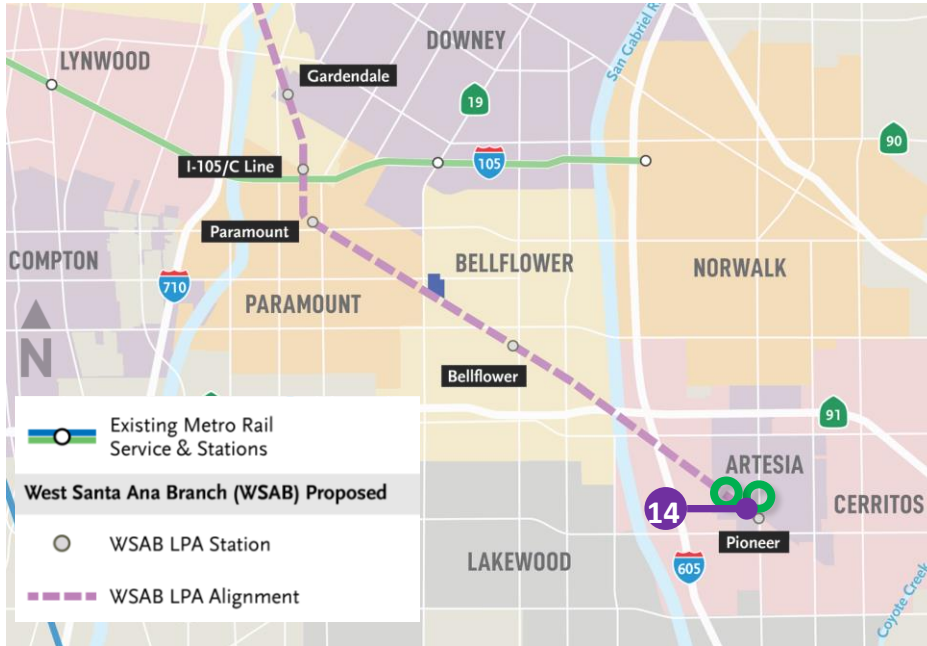
Final EIS/EIR: Refinements to Project Definition



Looking east into ROW from Gridley Rd/183rd St

- Redesigned retained fill to structural columns on southeast side of 183rd St/Gridley Rd crossing
- Relocated TPSS from northwest to southeast side of 183rd St/Gridley Rd intersection

Final EIS/EIR: Refinements to Project Definition

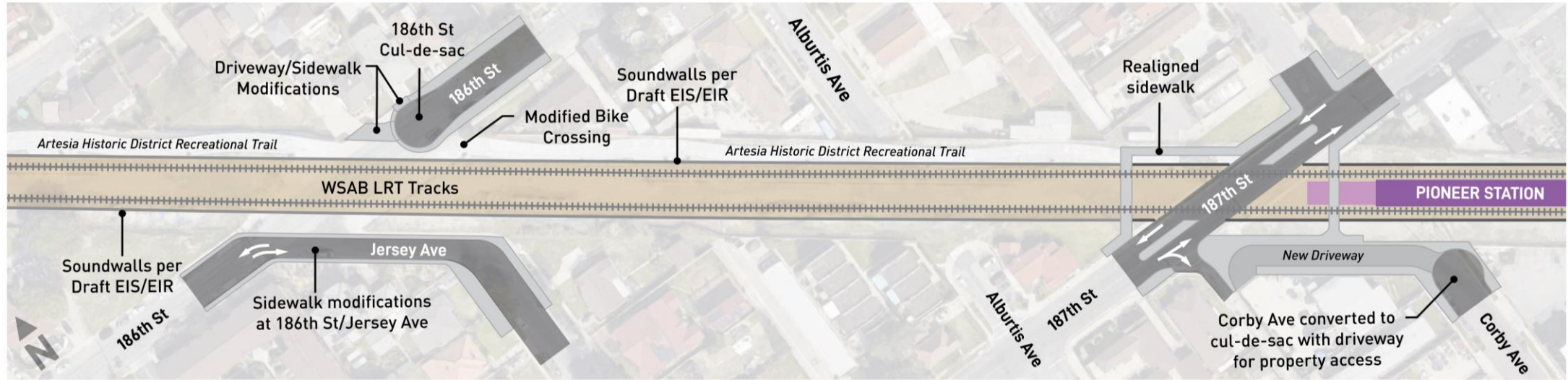


Project Design Refinements

City of Artesia/CPUC

- 14 Design option added:
 - Closes 186th St (187th St remains open to traffic)
 - Corby Av converted to cul-de-sac with driveway for existing property
- **Other Refinements:**
 - Artesia Historic District Recreation Trail (along PEROW) updated on WSAB plans as existing condition
 - Median extended approximately 100 ft to block driveway left-turns north of LRT tracks at Pioneer Bl grade crossing

Final EIS/EIR: Refinements to Project Definition



Design Option – Plan Diagram

- > Closes 186th St (187th St remains open to traffic)
- > Corby Av converted to cul-de-sac with driveway for existing property

PARALLEL EFFORTS STATION



Metro®

Slauson/A Line to LA Union Station Segment Study Area

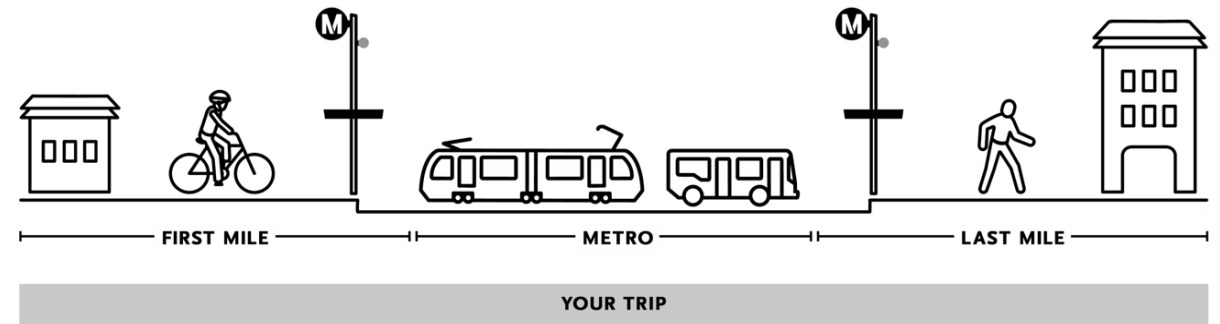
- > **4.5-mile segment** along Alameda Street to Slauson/A Line Station
- > **3 Proposed Stations:** Union Station, Little Tokyo, Arts/Industrial District
- > **Affected Communities:**
 - Central Industrial District
 - Produce District
 - Arts District
 - Little Tokyo
 - El Pueblo/LA Union Station



First/Last Mile Planning

What is First/Last Mile?

- > First/Last Mile (FLM) Planning is performed on all of Metro's proposed rail and bus rapid transit corridors once the Locally Preferred Alternative (LPA) alignment is selected.



First/Last Mile improvements help:

- > Create safe, accessible, and pleasant connections to transit
- > Enhance primary pathways that lead to transit
- > Encourage walking, bicycling, or “rolling” to and from transit



First/Last Mile Planning

For each station, potential pedestrian and wheeled projects are identified through analysis that considers existing data, walk audits, and community input.

Examples of first/last mile improvements include:

- > Traffic calming, curb extensions, street trees
- > Signal timing improvements for pedestrians and cyclists
- > Bike facilities and bike parking
- > Wayfinding signage to key destinations and transit connections
- > New or improved sidewalks and crosswalks



First/Last Mile Planning

WSAB Slauson/A Line Station Example

A “walk zone” is analyzed up to one half-mile from the station platform.

A “wheel zone” is analyzed for longer wheel trips between the station and key destinations.

Half-mile Walk Zone



3-mile Wheel Zone



A New Start for the WSAB Board Motion Engagement

- > Rename WSAB project so the name reflects local context and community character & the cultural and demographic community that it will serve
- > Re-engage participating cities, stakeholders, GCCOG, Eco-Rapid Transit and CBOs
 - Establish a Renaming Panel/Committee
 - CBO Partnerships Collaboration
 - Youth Influencers
 - Targeted Business Outreach
 - Voting for Naming Alternatives



Stay Connected



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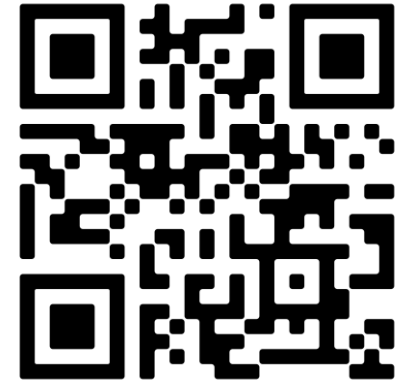
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